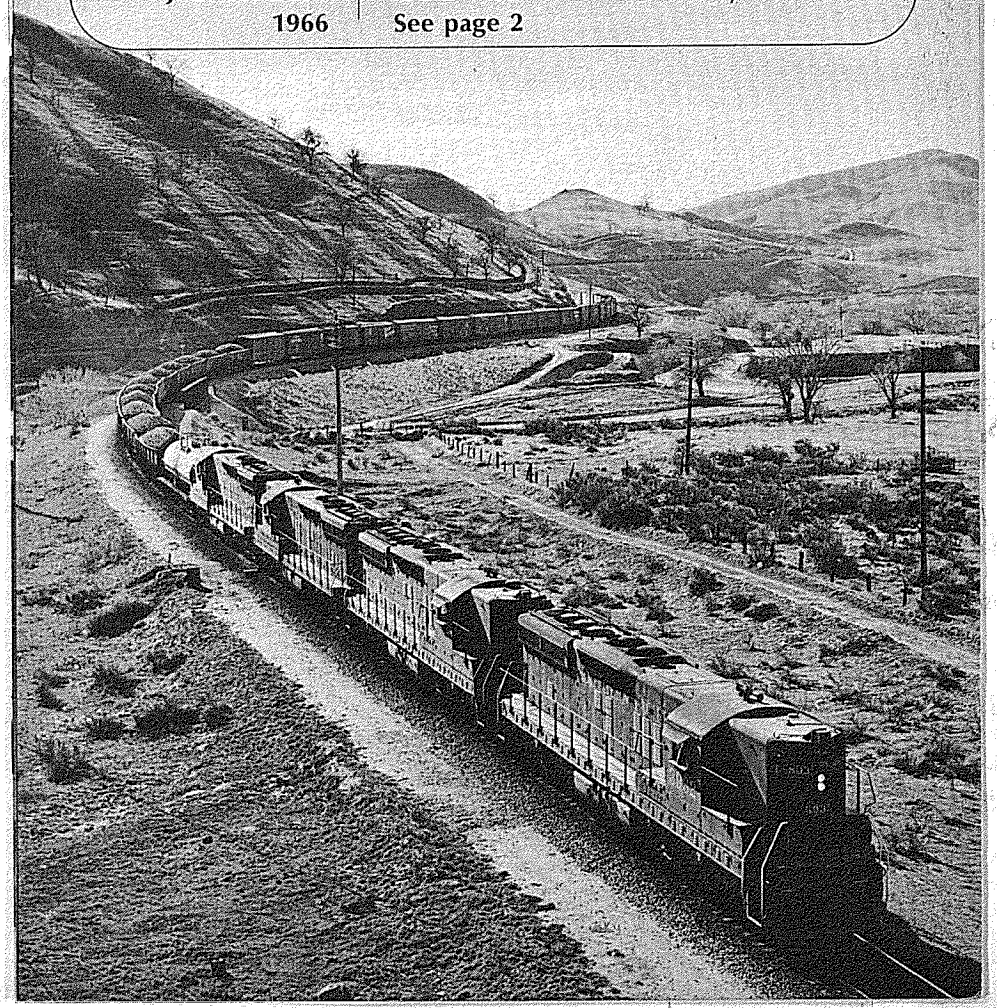
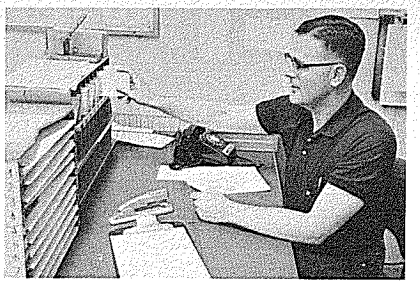
Southern Pacific BULLETIN

JULY-AUGUST
1966

ISC and SPINS: What are they?
See page 2







LEFT: Yardmaster Ugene S. Autra, in the Newhall St. tower at San Jose, calls ISC clerk for information on outbound loads. RIGHT: ISC Clerk Edward Minshall, San Jose, places cards for cars spotted at local industries in appropriate pigeonholes.

Two new systems will provide data for TOPS

ISC and SPINS

What are they? How do they work?

TWO NEW SYSTEMS are making it possible for SP yards to operate more efficiently and provide faster, smoother service for customers. The systems are nicknamed SPINS (for SP Industrial Numbering System) and ISC (for Industry Service Center).

Data provided by both systems will eventually be incorporated into TOPS — SP's computerized program for collecting and reporting current information on all cars, locomotives and trains moving over our railroad.

SPINS offers a simple and uniform method of identifying industrial zones, tracks and spotting locations by means of a six digit number which is, in effect, a precise switching "address" for a given car.

If, for example, an engine foreman who is familiar with SPINS is asked to spot a car at "18-05-03", he knows that the car is to be taken to industrial zone 18, track 5, and spotted at location 3—perhaps a particular door in a long warehouse.

All switchmen in yards using the SPINS system are given handy booklets containing maps showing the location of the various industrial zones and the track layout within each zone. Thus, even an employe who is relatively new to a terminal can look up the location indicated by the SPINS number. He does not have to be familiar with scores of names and nicknames for industry tracks.

To determine spot locations, SP forces find out from shippers exactly where they want their cars placed. Then, they number these spots, using metal signs with easily read reflectorized numerals.

The SPINS system is already in effect at many SP yards and will soon be used throughout the entire railroad. Not only does it provide a convenient shorthand method of designating where a car is to be delivered, but it helps SP switch crews give more precise spotting service to shippers.

Commenting on SPINS, an Oregon lumber shipper said recently:

"I load from a single long track. Before the SPINS system, I used to ask that a car be spotted 'half way down' or 'a third of the way down the track', but I could never get it spotted exactly where I wanted it. Now that we have SPINS numbers, however, I can get cars spotted right beside my lumber stacks. SPINS definitely saves me time and effort."

The ISC system—second of the two new programs—is actually an extension of the PICL (Perpetual Inventory Car Location) system, already functioning in most major SP yards.

The PICL system uses punched cards as a means of keeping track of every car in a given yard. For each car arriving in the terminal, a PICL card is prepared, giving its number, ownership, contents, consignee and destination or SPINS number. The PICL clerk files these cards in pigeonholes corresponding to the yard tracks on which the cars are located, moving the cards as the cars themselves are moved.

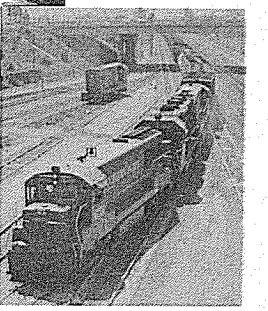
If a car's status changes, new data is added to its card. Thus, yard forces can keep a constant check on the current status and whereabouts of every car in the yard. They also use the cards to produce switch lists, train consists, conductor's car and tonnage reports and interchange reports.

The PICL system, however, does not provide detailed information on cars being delivered to or picked up from industries. This is where the ISC system takes over.

Some 28 SP yards now have ISC systems in operation. Ignoring minor differences between terminals, here's how they work:

As cars are taken out of the yard for delivery to local industries, their PICL cards are turned over to the ISC clerk. He files them in pigeonholes corresponding to the industrial zones and tracks toward which they are destined.





LEFT: Conferring on daily ISC report at San Jose are, l-r, Asst. Trainmaster P. A. Wilson, Chief Yard Clerk J. A. Sparaco, Terminal Agent S. H. Freeman and Stationmaster H. S. Lawrence. ISC report gives complete picture of yard's service to local industries and helps pinpoint any weak spots. BELOW: Train enters Newhall Yard, San Jose, with cars for local firms.

Engine foremen responsible for the delivery of the cars show on their work lists the actual time the cars are spotted. These lists are then returned to the yardmaster who, in turn, relays them to the ISC clerk. He uses the lists to punch the time and date into the cards.

When a consignee has unloaded his car and is ready to release it, he calls the ISC clerk, who punches the release time and date into its ISC card. He then uses the cards covering these "empties" to make lists for the yardmaster and the car clerk. The yardmaster arranges to have the cars pulled, and the car clerk uses the information to fill car orders from shippers.

Thanks to the cooperation of SP patrons, ISC clerks are getting information on these "empties" promptly. As a result, SP is able to get more productive use out of its car fleet and can do a better job of filling the equipment needs of its shippers.

ISC clerks also assemble information on cars loaded and ready for outbound movement. Some of this information comes from shippers and some from industry clerks who sign the bills of lading. A card is prepared for each of these loaded cars, giving the time and date released, the car's destination, and — often — an outbound train number.

At busy Newhall Yard in San Jose, for example, the ISC system has made possible better advance planning of yard operations, with the result that each outbound car is now assigned to a specific train —i.e., the earliest connection headed toward its destination.

The ISC clerk keeps the yardmaster informed as "loads" are released, and he—in turn—arranges to have them pulled in time to make their connections.

Should any car fail to make its connection, this fact is immediately apparent to the ISC clerk, who is able to keep a continuous check on the current status and whereabouts of every car spotted at or released by the industries within the terminal area. Often the situation can be remedied. If it cannot, traffic people tell the shipper why his car did not make

(Concluded on page 4)

COVER

A westbound freight rounds a long curve near Caliente, Calif., on SP's San Joaquin Division. Photo is by Donald Sims.

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Editor: Robert G. Ottman Asst. Editor: William M. Robertson

Editorial Representatives: SAN FRANCSICO AREA: **Traffic,** Ray A. Burns/**Accounting,** Mrs. Dina Martin/**Communications,** Charles Griggs / **Mechanical,** Dorothy Nicholas / **Safety,** E. L. Carroll / **PMT,** Ray Bradshaw / **NWP,** D. C. Kilborn / **PFE,** Mrs. Stella Carver / SHOPS: **Los Angeles,** Victor Schiro / **Sacramento,** Jack G. Palermo / DIVISIONS: **Los Angeles,** J. Ann Macon (Operating), Nancy Reid (Traffic) / **Oregon,** E. R. Mayers (Portland), Grace Pickthorn (Dunsmuir) / **Sacramento,** Johnny B .Walker (Sacramento), Wayne Marriott (Ogden) / **San Joaquin,** R. S. Crandall (Bakersfield) / **Tucson,** H. V. Hixon (Tucson), John Alexander (El Paso) / **Western,** Loretta Madison (San Jose), Florence McClure (Oakland).

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its connection and when it will leave San Jose.

"More than 40 freight trains and drags a day are processed through the San Jose terminal," says Terminal Agent S. H. Freeman. "We deliver cars to some 300 industries distributed over many miles of track. We feel that the two new systems — ISC and SPINS — are giving us extremely valuable help with the big job of keeping this flow of traffic moving smoothly and on schedule."

Trainmaster J. J. Tierney adds that the success of both systems has been made possible by the cooperation and teamwork of clerks, switchmen and yardmasters at San Jose. "Through their efforts we've been able to greatly improve our service to patrons."

TOPS Training

Keypunch training for yard office employes, who will be directly involved in the TOPS program, will begin in the near future, according to an announcement by R. H. Bradley, manager of the TOPS project.

TOPS (Total Operations Processing System) will link the entire railroad network to a central computer for the purpose of providing current and complete information on train and car movements. This data will be entered into the computer at major input-output points — approximately 110 different locations on the railroad—by means of punched cards.

The accuracy of the data relayed to the central computer will depend to a large extent on the accuracy of the information punched into the cards.

"This is the basic reason for our training program," Bradley explained. "We plan to begin the program at points where new PICL and ISC systems are scheduled for installation — one of the steps preparatory to the eventual installation of TOPS."

5th Anniversary for Equal Opportunity Program

On June 22, 1962, a joint statement was issued at The White House over the signatures of Vice President Lyndon B. Johnson and W. D. Lamprecht, vice president-system operations, Southern Pacific, guaranteeing equal job opportunities for all with SP, regardless of race, creed, color or national origin. Thus, Southern Pacific became the first railroad in the nation to sign as a voluntary member of the Plans for Progress program.

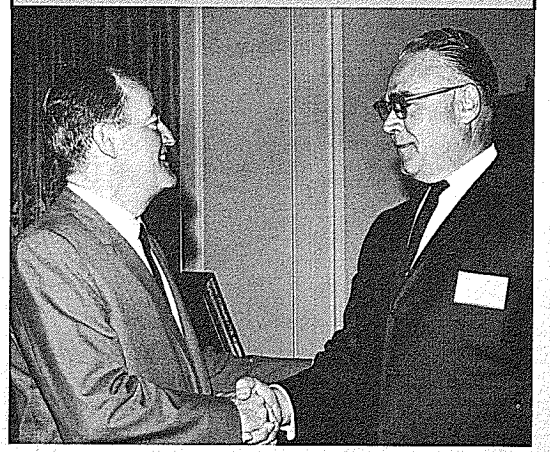
On June 6 of this year, Mr. Lamprecht was again invited to Washington, D. C., this time to celebrate the 5th Anniversary of Plans for Progress—a milestone in the progress of the equal employment opportunity program in the United States.

Some 300 executives from other companies who contributed in the early development of the idea were present to mark the anniversary of the initiation of a voluntary effort by American business and industry leaders to participate aggressively in the promotion and implementation of equal opportunity programs.

Principal speaker at the ceremonies was Vice President Hubert H. Humphrey, who praised the advances made in reducing the barriers to minority employment and urged those present to continue their affirmative action programs.

Plans for Progress membership has grown to 328 industrial corporations, retail firms and financial institutions. These firms employ more than 8.5 million persons and cut across every geographic and business section of the U. S. economy.

Hubert H. Humphrey, left, vice president of the United States, greets W. D. Lamprecht, vice president — system operations, Southern Pacific, at Washington, D.C., on June 6 during the celebration of the fifth anniversary of "Plans for Progress." Nearly 300 executives from leading American companies were on hand for the occasion.





V. L. Arenth, 2nd from left, traffic manager, Southern District, accepts Gold Shovel Award on behalf of SP from D. P. Bryant, left, president of the Los Angeles Chamber of Commerce. Looking on are G. W. R. McClelland, 3rd from left, general industrial agent; and D. R. Lewis, assistant to vice president.

For Promoting Growth

SP Wins 'Oscar' In Los Angeles

On July 14, Southern Pacific received Los Angeles Chamber of Commerce's Gold Shovel Award for its multimillion-dollar investment in the growth of the Southern California area.

The "Oscar" of the business world, symbolic of significant recent contributions to the economy of the Los Angeles Five County Area, was presented by Chamber President Daniel P. Bryant to Victor L. Arenth, SP traffic manager at Los Angeles.

Bryant cited the railroad as a key factor in the continuing prosperity of Southern California and said that SP was being singled out for its $22 million investment in the new 78-mile Palmdale-Colton Cutoff.

"This project, which is to be completed in less than two years, has provided an $8 million contract to a local firm and employment for more than 150 persons," Bryant said. "It is the largest piece of new railroad construction in California since 1920."

Also cited was SP's development of a 147-acre truck-rail center along Mission Road in downtown Los Angeles. The new transportation reservation houses the SP piggyback yard, Pacific Motor Trucking Company, and the city terminals of five major freight forwarders.

Bryant also praised SP for "the tremendous work which has been done through its nationwide effort to attract new industries to Southern California." In that area alone the past two years, SP's Industrial Department located 311 new industries along the railroad's lines, representing an investment of almost $57 million. SP has a systemwide record of having maintained a net average gain of more than one new carload-shipping industry per day over the past 35 years.

Progress on the Cutoff

Work is progressing smoothly on SP's 78-mile Palmdale-Colton Cutoff.

On July 22, Godfrey J. Lyon, assistant to chief engineer, reported that:

- Grading for the new line is under way at three different locations. It is 95% complete for the first 10 miles east from Palmdale, 60% complete for the eight-mile section at Summit (El. 3,850), and 50% complete for the first 10 miles west from Colton.
- 1,350,000 cubic yards of material have either been excavated or added to the embankment for the track in the three areas.
- Work is moving ahead on 16 bridges and 12 grade separations.
- The job of protecting or relocating 193 public and private utility lines is about 50% complete.

The new line will permit faster handling of traffic which does not need to pass through Los Angeles.

1,000 Cars for PFE

Pacific Fruit Express in June announced a further expansion of its fleet of multi-purpose mechanical refrigerator cars. Orders for another 1,000 rail cars have been placed with Pacific Car & Foundry Company at Renton, Washington.

PFE has acquired 5,500 similar cars during the past four years. With the new order for 1,000 additional cars the refrigerator car line will boost its total mechanical refrigerator car fleet to about 9,200 cars, more than 53% of the national supply.

Present delivery schedules call for the first of the new cars to roll onto the mainline in February, 1967 and for the entire order of cars to be in operation before next summer.

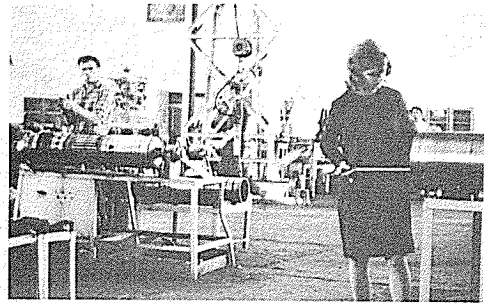
Accommodating a 70-ton payload, with over 4,000 cubic feet of loading space and an interior length of 50 feet, these new cars provide the lowest transportation cost yet available to perishable shippers. At the same time, they include characteristics desirable to shippers of general merchandise. By attracting loads of merchandise for their westbound return trips, these refrigerator cars will help lower transportation costs to the general public, according to L. D. Schley, vice president and general manager of PFE.

The new cars will be equipped with 9-foot-wide door openings to facilitate lift truck and other mechanical loading and unloading apparatus, and will have fiberglas reinforced plastic liners, and interior load dividers or movable gates which will lock loads in place to prevent shifting and damage. In addition, loads of fragile freight will be further protected by cushion underframes.

RIGHT: Moscow's famous "Red Square." Some of the buildings of the Kremlin can be seen in the background. Note long line of people waiting to enter Lenin's tomb (squat building at left in background). Absence of cars and trucks points up importance of railroads to Russia's economy. BELOW: These three Soviet diesel locomotives are lined up awaiting departure at Samarkand Station.







ABOVE: Many Russian railway workers are women. Here a young girl, whose title is "measurement supervisor," gauges a locomotive cylinder at Samarkand diesel shop.

BELOW: The four members of the U.S. delegation to the United Nations (ECAFE) meeting in Tashkent and one member of the British delegation are shown in this group. F. H. Beasant 2nd from left, is from Great Britain. The others, l-r, are: W. M. Keller, AAR; S. G. Guins, C&O-B&O; P. V. Garin, SP; and G. M. Magee, AAR.



Railroading in Russia

An Interview with Paul Garin

PAUL V. GARIN, SP assistant chief mechanical officer - engineering, San Francisco, has visited the Soviet Union twice within the past six years.

The purpose of his most recent visit — a two-week stay in April of this year — was to attend a meeting of the United Nations Economic Commission for Asia and the Far East (ECAFE), sponsored by the Ministry of Railways of the U.S.S.R. on the subject of diesel locomotive design and maintenance.



PAUL GARIN

The meeting was held in Tashkent, which is the capital of the Uzbek Soviet Socialist Republic. This ancient city is located near the western border of Red China and north of Afghanistan.

In addition to attending conference sessions, delegates were given an opportunity to inspect Soviet railroad facilities in Tashkent, Samarkand, Leningrad and Moscow.

The four-man U.S. delegation, sent over by the Association of American Railroads under the sponsorship of the State Department, included W. M. Keller, research vice president of the AAR; G. M. Magee, AAR director of engineering research; S. G. Guins, assistant director of research services, C&O-B&O; and Garin, who is a member of the AAR's Research Consulting Committee.

In an exclusive *Bulletin* interview, Garin answered the following questions about his visit and about railroading in Russia.

What other countries were represented at this meeting?

In addition to the U.S. delegation and the sponsoring group from the U.S.S.R., there were representatives from 11 other nations in attendance, including Australia, Burma, Cambodia, France, India, Iran, Japan, Malaysia, New Zealand, Pakistan and the United Kingdom. Most of the representatives are specialists in diesel locomotive design and maintenance.

What changes, would you say, have taken place in Soviet railroads in the six years between your two visits?

The Soviet railroads have improved markedly. Probably the most noticeable change is the increased dieselization and the gradual disappearance of the many small two-axle freight cars seen on my previous visit.

To what extent are the Russian railroads dieselized?

Soviet railways do not release figures on equipment ownership. However, we were told that they are increasing their road diesel fleet by about 1,500 units annually, and acquiring an additional 500 switching units and 800 electric locomotives each year. Offhand, it would appear that they have about 12,000 diesel locomotive units and perhaps 7,000 electric units, as against 28,000 diesel units in this country. Nevertheless, 86 per cent of their traffic last year was handled either by electric or by diesel locomotives — a substantial improvement over 1960, when 67 per cent of the traffic was handled by steam locomotives.

How many miles of railroad does Russia have and how much traffic is handled?

There are 81,400 route miles of railroad in Russia, as compared to 212,000 route miles in the United States. Yet, with less than half the mileage of the U.S. rail system, the Soviet railroads carry nearly twice as much freight traffic — 1,332 billion ton miles in 1965, as against 698 billion carried by U.S. railroads.

Passenger traffic figures are even more striking. Last year, Soviet railroads carried nearly seven times as many passengers as U.S. railroads — 2.3 billion as compared to the 299 million who traveled on U.S. railroads.

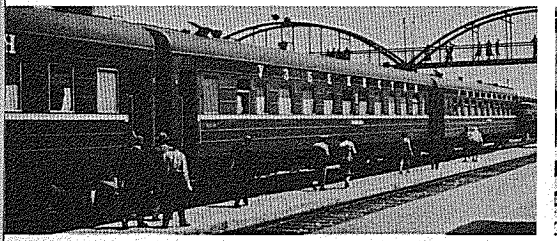
The Soviet railroads handle at least 80 per cent of the total ground transportation in Russia, due to the scarcity of other types of transportation. This almost total dependence of the Russian economy on railroads no doubt accounts for the reluctance of the Soviets to release information about their rail system. Incidentally, the Soviet rail network lacks alternative rail routes for use in case its main trunk lines are out of service. This is another factor underlining the critical importance of the existing rail system.

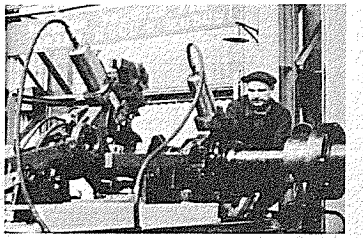
How are the Russian railroads organized?

First, let me say that all railroad operations are controlled from the Ministry of Railroad Transportation in Moscow. However, for operating purposes, the Soviet railway system is divided

(Continued on page 8)

LEFT: These air conditioned sleeping cars, used by the delegation, are among the first to be placed in service on the Soviet railways. Letterboard reads "Uzbekistan" for the name of the Soviet Republic. RIGHT: Russian worker operates machine in "October Revolution Shop" in Tashkent.





into 25 regions. Railway lines in these regions have individual names, usually identified with the region — for example, the Moscow Railway and the Middle-Asian Railway. Each regional railway has a president and a staff and is in turn divided into operating divisions, of which there can be 10 or more. Shops performing the lighter repairs are operated by these regional railroads, while the major overhaul shops are directed by the Ministry.

How many people are employed by the Soviet railways?

A staggering total of 3,300,000 men and women, of whom 1,900,000 are engaged in daily operation and maintenance. In comparison, the total employment on our railroads is 640,000, with more than twice the route mileage.

Could you tell us about the working conditions of the Russian rail workers?

The normal length of the working day for Russian railworkers, according to Soviet law, is seven hours. For some occupations where physical requirements are greater or the environment is considered hazardous, the work day is limited to six hours. Night shifts are also limited to six hours. Overtime work, as a rule, is not allowed. Retirement age for men, in order to qualify for a state pension, is 60, with a record of 25 years' work, and 55 for women with a record of 20 years' work. Annual vacations with pay range from 12 to 24 days.

What is the role of women on the Russian railroads?

In Russia, women are found in all occupations, and in some they predominate. For example, we were told that of the 28,000 doctors in Moscow, 86 per cent are women.

Women were seen on the railroads doing all types of manual and supervisory work, such as operating machine tools in shops, working with the track laying gangs and operating interlocking towers. Most railroad workers wear uniforms, including the women.

How does Russian locomotive equipment compare with ours?

The Soviet railways are adding diesel and electric locomotives to their fleet as rapidly as production facilities will permit, in order to speed up the retirement of steam locomotives which, according to Party Directive, must be eliminated by 1970. There is no question, in looking at their equipment, that they have drawn heavily on the designs and operating experience of railroads in the United States and Western Europe. This is understandable in their effort to "catch up." Outwardly, the Russian diesels differ from those to which we are accustomed in that — except for switchers — they favor the hooded-type unit, with a walk-through engine room and a cab at each end. They also have many two-section diesel locomotives, which operate in pairs with a cab at each end of the pair of units. Most of their diesel locomotives have electric drives, although they are evaluating hydraulic transmissions and have a number of units so equipped.

How fast do the trains run?

Freight trains appear to average about 40 miles an hour. Soviet freight trains are shorter than ours, with about 50 cars or 2,700 trailing tons. These trains are moved in parade fashion, with no overtaking or passing en route. There was much talk about high-speed passenger train operation, and although one such train, averaging 80 miles an hour, is claimed to operate between Leningrad and Moscow, we did not see it.

In our September issue, we will bring you the conclusion of this interview with Paul Garin.

Observers or Spies?

An article carrying this provocative headline appeared in *Gudok* (Whistle), the Russian railroader's newspaper, about three weeks after the meeting in the Soviet Union described in the accompanying story. This article openly accuses members of the U.S. Delegation of gathering classified information about the Russian railroad system for American intelligence agencies, alleging that the U.S. railroad specialists displayed excessive curiosity and photographed rail transport subjects too often while taking part in the thirteen nation meeting of the United Nations Economic Commission for Asia and the Far East, sponsored by the Soviet Ministry of Railways. The article further alleges that the delegation was briefed by intelligence agencies before their departure to attend this meeting.

Paul Garin, SP asst. chief mechanical officer-engineering, a member of the four-man U.S. delegation, described the accusations as "obviously fabricated for internal consumption."

"We received no special briefings before leaving to attend these meetings," he said, "and we participated as representatives of the United States at the invitation of the Soviet Railways made through the United Nations to members of the Economic Commission for Asia and the Far East.

"The meetings we attended and the places we visited were only those scheduled by our Soviet hosts, and I can assure you we were never alone during our visit. Any questions that were asked or photographs that were taken were of the same nature as those of delegates from other nations represented, who, I am certain, were not singled out for these unfounded allegations.

"Actually" he pointed out, "we gave the Russians as much information on diesel operation and maintenance as we received. Naturally, in their efforts to catch up with our technology, they are very curious about our diesel locomotive designs, maintenance practices, and experience.

"They asked us many questions which we answered without reservation. It is regrettable that these unfounded accusations should follow us home, after the friendly and hospitable reception we received in the Soviet Union. It does point out, I'm sorry to say, that while there had been an attempt to exchange technical information on a mutually beneficial basis, the underlying and deep rooted suspicion of the Russians toward the United States has not been erased and will continue to be a deterrent to international cooperation at the technical and scientific levels."

New Post for Pattillo

E. G. Pattillo has been appointed assistant general auditor for SP at Houston, succeeding J. V. Watson, who retired recently. Pattillo started with the SP Accounting Department at Houston in 1947. He held the positions of special accountant, research assistant, assistant supervisor of methods and research, senior research assistant and administrative assistant — all at Houston, prior to his present appointment.



E. G. PATTILLO

He attended the University of Houston and later completed the Southwest Executive Development Program there.

LaWell Succeeds Porter

D. E. (Dave) Porter, assistant manager of industrial development at San Francisco since 1959, retired on July 31 after more than 48 years with the Company.

Named to succeed him was F. W. LaWell, industrial agent at Los Angeles.

Moving into LaWell's post at Los Angeles is W. A. Golden, assistant industrial agent there. Named to succeed Golden was R. P. Fields, assistant industrial agent at Phoenix. R. L. Kraft, traveling freight and passenger agent at Phoenix, moves into Fields' position.



D. E. Porter



F. W. LaWell

Porter started with the Pacific Electric (recently merged with SP) at Los Angeles in 1918, becoming general agent in 1939. He joined SP's Industrial Dept. in 1945, and in 1955 transferred to San Francisco as industrial agent for the Central District, the position he held until 1959.

LaWell, who joined SP in 1942 at Phoenix, served in both World War II and the Korean War. Prior to his Los Angeles promotion in 1964, he had been industrial agent at Phoenix.

Other promotions include the appointment of M. P. Keil to traveling freight and passenger agent, Fresno; J. L. Hovey, to chief clerk, Miscellaneous Rates Bureau, San Francisco; W. E. Wells, to traveling freight and passenger agent, Redding; and A. B. Wilson, to traveling freight and passenger agent, Salt Lake City.



T. E. Hewitt



H. L. McCarthy

Hewitt Named GF&PA

Thomas E. Hewitt, district freight and passenger agent at San Francisco the past two years, has been promoted to general freight and passenger agent, with his territory extending from San Francisco south to Redwood City.

Named to succeed him was Howard L. McCarthy, assistant freight and passenger agent. Succeeding McCarthy is C. A. Gerard, TF&PA at Fresno.

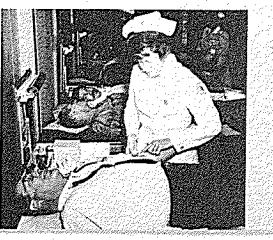
Hewitt began his career on the former Coast Division in 1926. After working up through various Traffic Department positions he was named general agent at Salt Lake City in 1954. In 1960 he returned to San Francisco as DFA.

McCarthy, who joined SP in 1934, has been in the Traffic Department since 1941.

300 Pints of Blood

A record 300 pints of blood were donated by employes at the Taylor Yard Diesel Shop recently for the benefit of fellow workers and their families. This drive marked the 25th year the blood donor program has been carried on in the Los Angeles area by men and women of Southern Pacific and its affiliates.

One of those donating blood at Los Angeles was Asst. Master Mechanic W. J. Kramer.



SP's Flying Agronomist



SP Agronomist Ned Smith, at controls of rented four-seater Cessna, makes smooth landing after inspecting SP property in San Joaquin Valley.

THE little Cessna, with SP Agronomist Ned Smith at the controls, criss-crossed the West Side of San Joaquin Valley at a steady 115 miles per hour, altitude 1400 feet. Below to the east, a sturdy crop-duster skimmed low over cotton fields, spraying pesticides.

Suddenly Smith banked the Cessna and veered to his left for a closer look at a barley field below which was green and healthy-looking except for a narrow uncultivated patch near the center. Smith made a notation on the pad beside him. That barley field was leased by Southern Pacific to a tenant for farming purposes. Tomorrow Smith would have SP Field Agent Ralph Bissett, his long-time assistant, call on the tenant to discuss the uncultivated spot, and see what could be done about it.

Smith is "Mr. SP" in the San Joaquin Valley to more than 100 concerns or individuals who lease approximately 150,000 acres of SP land for agricultural purposes and to some 65 tenants who lease about 75,000 acres of grazing lands.

The only agronomist (soil-plant expert) on the SP payroll, Smith reports to James P. van Löben Sels, manager of the Land Department at San Francisco.

As an agricultural specialist, Smith is happiest when the land is producing well and SP's tenants are prospering. (Lessees pay a fixed fee annually to the Company, plus a percentage of the income from their crops.)



Aerial view from Smith's plane at height of 1,400 feet shows portion of San Luis Canal, now under construction on the west side of the San Joaquin Valley. Water will come from San Luis Dam, being erected 12 miles west of Los Banos, Calif., and due for completion in '67.

Smith makes regular inspections — by air, automobile, and on foot — appraises land, recommends lease terms and furnishes to the home office various drawings and plats indicating which crops are being grown on SP lands. These crops include cotton, barley, safflower, melons, alfalfa seed, and sugar beets.

San Luis Dam

The biggest story to hit the Valley within memory is the construction of the San Luis Canal-California Aqueduct, a joint Federal-State venture that will put to beneficial use billions of gallons of water which presently waste into the Pacific Ocean.

San Luis Dam will store water received from the Sacramento-San Joaquin River Delta some 100 miles to the north, and as needed, will be released into San Luis Canal which, with other canals, will ultimately reach as far south as San Diego.

The Canal will cut a wide swath 103 miles through the west side of San Joaquin Valley, bringing irrigation water for thirsty croplands, and additional water for factories, homes and towns.

"We're pretty excited about the whole thing," says Smith. "This new water source will greatly improve the quality, quantity and variety of the crops grown in the Valley. It will also reduce the need for water pumped from underground, an expensive and sometimes uncertain method of irrigation."

Smith is president of the Board of Dudley Ridge Water District, which, among others, will buy the water from the State Department of Water Resources when it is available from the San Luis Aqueduct, and distribute it to the water users. He is also on the Advisory Committee of the Feather River Project Association — one of the first groups to advocate the California Aqueduct project.



Ned Smith's office is in the SP station at Hanford, near Fresno. Smith, has a B.S. degree from the University of California and an M.A. degree in range management from Texas A&M College.

Smith makes good use of his rented Cessna. His vast territory includes central and southern California, and the airplane is a valuable timesaver.

Aids Other Departments

However, his unique talents are not confined to the Land Department alone. He works closely with several other departments within the Company, such as Traffic, Real Estate and Operating.

For example, he recently went to Lizard, New Mexico, to see what he could do about a serious sand-blowing problem SP has along its right-of-way there.

Sand and dust have been blowing on the track, getting into the ballast, fouling up tie plates, having an abrasive effect on the rails and sifting into rolling stock. Keeping the track clear has been expensive, annoying and time-consuming.

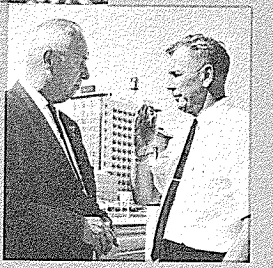
"What kind of vegetation will hold back the sand?" Smith was asked. He toyed with the idea of using a local stubby grass, but discarded that plan when it was found that sand and dust coming from further off could be carried over the top of the grass to land on the tracks as before.

After more study, and consultations with the U. S. Soil Conservation Service in the area, Smith decided to experiment with Tamarisk, a plant not indigenous to the United States, and one about which little is known, except that it came originally from the Holy Land and the Middle East.



LEFT: Ned Smith and his assistant, Field Agent Ralph Bissett, right, inspect a field of barley on SP-leased land in San Joaquin Valley. Bissett, with SP since 1951, maintains his own ranch and has spent his entire career in the Valley.

BELOW: Nate Tooker, left, TF&PA at Fresno, pauses on Fresno street to talk business with Ned Smith, who works closely with Traffic Dept.



For five years the Tamarisk has been performing well along a stretch of SP track near Palm Springs, California, keeping drifting sands off the rails. But would the same plant work in this Southwest area, with its different climate and soil conditions? Smith knew that Tamarisk trees, if replanted from Palm Springs, could not survive here in this "foreign" soil, so he searched diligently around El Paso and environs until he found a few of the rare Tamarisk trees. (Tamarisk bushes were plentiful — but for this purpose the trees were necessary.) Working with him on this project were representatives of the Water Service Department and the Operating Department, in a coordinated and cooperative effort.

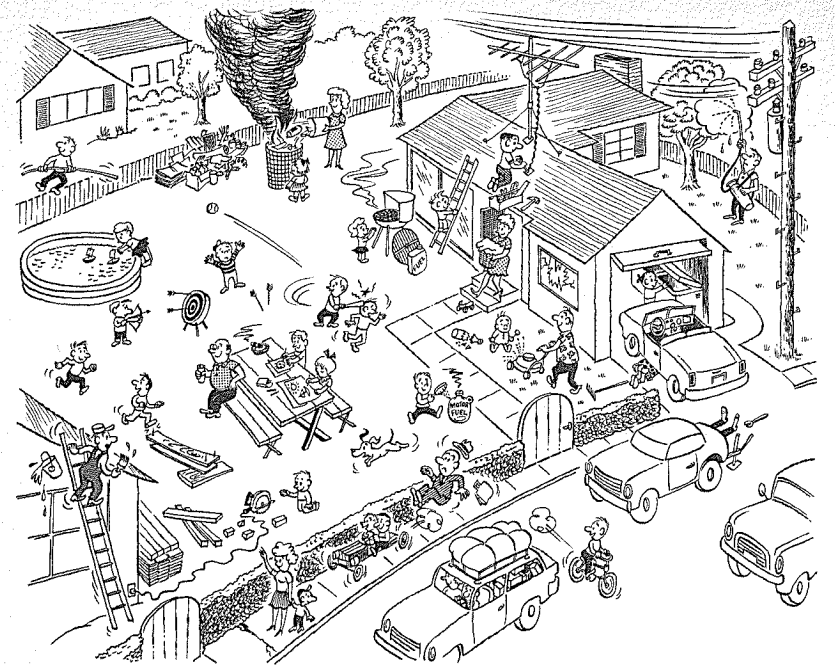
"These Tamarisk trees planted along the right of way are expected to be the backbone of the Lizard sand control project," Smith says.

World War II Vet

Agronomist Smith acquired his familiarity with planes during World War II when he was a navigator in the U. S. Navy Air Force, flying PBY's in the South Pacific. He met his wife, Bette, when he was stationed at Corpus Christi, Texas. Their son, Mike, 22, is now in the Air Force at Vandenberg AFB, slated for overseas duty soon, and their daughter, Susan, recently a student at the College of Sequoias, plans to attend Fresno State in September.

A native of Santa Barbara, Smith has been with SP since 1951 when he left the staff of the School of Forestry, University of California, to become a range supervisor in Nevada, with headquarters at Winnemucca. In 1958 he moved to San Joaquin Valley as an agronomist — "The most challenging job of my career," the articulate Smith affirms, "and the most satisfying."

Smith predicts wondrous things for the future of San Joaquin Valley, especially now that the San Luis Canal-California Aqueduct is nearing completion.▲



UNSAFE NEIGHBORHOOD. Would you like to live here? These careless characters are living dangerously. Can you find the 32 safety hazards illustrated in this cartoon? Answers below.

Summer Hazards

Counter-clockwise from upper left hand corner, here are the 32 summer hazards illustrated:

- Boy walking on fence.
- Child playing unsupervised in pool.
- Boy shooting arrows in crowded area.
- Area is too congested for baseball game.
- Man has left lit cigar unattended in ash tray.
- Boy is about to step on nail in board.
- Ladder is too unsteady for painter.
- Power saw was left plugged in.
- Crack in sidewalk is tripping hazard.
- Youngsters riding wagon on sidewalk endanger pedestrian.
- Driver's rear vision is blocked by overloaded car.
- Boy rides bicycle into street without looking.
- Man works under car supported only by bumper jack.
- Broken garage window has sharp splinters of glass.
- Freezer left unlocked in garage is hazard for children.
- Little girl is playing under car.
- Keys were left in ignition of convertible.
- Man spraying insecticide on tree is not protected from spray.
- TV antenna is too close to power line.
- Man working on roof has tools too close to edge.
- Woman carrying laundry is about to step on skate.
- Broken bottle was left on lawn.
- Man with power mower is too close to child.
- Rake was left on lawn with tines up.
- Boy with magnifying glass could ignite jug of fuel (Gasoline should never be stored in glass container).
- Child is climbing the ladder.
- Glass doors should have decals so people will know when they are closed.
- Child could get burned by upsetting unattended barbecue.
- Starter fluid tempts child to spray it on fire.
- Woman is throwing aerosol can into burning trash (could cause explosion).
- Little girl stands too close to incinerator. Her dress might catch fire.
- Pile of rubbish left next to fence (fire hazard).

Frank Closes Career

Oliver M. Frank, tax and right of way agent at Phoenix since 1948, retired recently after 42 years with Southern Pacific. He joined the Company as a messenger in El Paso and after working at various clerical positions in El Paso, Phoenix and Tucson, was named assistant tax and right of way agent at Tucson in 1943, the position he held until his transfer to Phoenix in 1948.

Among Frank's principal duties at Phoenix was the handling for payment of SP's $6 million annual tax bills from Arizona cities, counties, schools, special districts and the State itself.

Waterman Retires

Jeremiah C. Waterman, general attorney at Washington, D.C., retired on July 31 after 35 years with Southern Pacific, to enter private practice. Also retiring on that day was John Hutchison, chief clerk in the Law Department at Washington. A graduate of Princeton University and Columbia Law School, Waterman joined SP at New York in 1931.

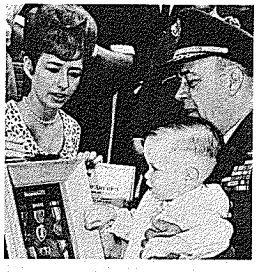
Medicare Claims

While most railroaders who are eligible for Medicare benefits have been asked by the Railroad Retirement Board to submit their claims to the nearest office of Travelers Insurance Company, Henry Short, administator at the SP Memorial Hospital in San Francisco, emphasizes that retired employes of SP and certain associated and affiliated companies who are members of the SP Employees Hospital Association Plan "SM" should not submit their claims to Travelers — but instead should send them to the Association at 1400 Fell Street, San Francisco 94117.

Appointments

ENGINEERING DEPARTMENT: **Gerald L. Murdock**, to division engineer, San Joaquin Division, with headquarters at Bakersfield; **John B. Vernon**, to division engineer, Northwestern Pacific, with headquarters at San Rafael; **James C. Strong**, to senior assistant division engineer, Bakersfield; **Robert A. Lathrop**, to assistant engineer, San Francisco.

Mrs. Sylvia Cornett, clerk, SP Transport Co., Houston, accepts medals awarded posthumously to her husband, Lt. Donald Cornett, who was killed in Viet Nam when his company was ambushed by the Viet Cong. Although mortally wounded, Lt. Cornett, 24, continued to rally his men until he died from his wounds. Holding Kevin, the Cornett's 18-month-old son, is Gen. William Harris.



OPERATING DEPARTMENT: **C. V. Painter**, to agent, Portland freight station (Brooklyn); **A. T. Lewis**, to trainmaster, Lordsburg; **F. H. Rider**, to assistant trainmaster, Brooklyn; **T. J. Morgan**, to assistant trainmaster, Los Angeles; **W. H. Justus**, to assistant trainmaster, Colton.

OFFICE OF SYSTEMS RESEARCH: **J. W. Downing**, to assistant manager; **R. W. Aron**, to systems supervisor, both with headquarters in San Francisco.

Retirements

DALLAS DIVISION: **Errol Morgan**, agent; **William T. Smith**, locomotive engineer.

HOUSTON DIVISION AND SHOPS: **Cruz Flores**, carman; **Willie Ward**, laborer; **Preston Barnhill**, machinist; **Faustino Ibarra**, carman; **Herbert A. Maddux**, machinist welder.

LAFAYETTE DIVISION: **Oliver Roberts**, extra gang laborer; **Harrison Castle**, carman helper; **Samuel G. Grimes**, car inspector.

LOS ANGELES DIVISION AND SHOPS: **Julius N. Breese**, car dispatcher; **Roy R. Crowe**, freight car repairman; **Walter Diggle**, car inspector; **Athanasius Floris**, design engineer; **Winfield S. Haddow**, welder; **Wiley C. Nicholson**, water service foreman; **Carlos Viescas**, machinist helper; **Horace C. Averill**, electrician; **Percy A. Butler**, boilermaker; **Arleigh R. Crow**, agent; **Albert J. Gibson**, station agent; **Thomas T. Green**, sheetmetal worker; **Hjalmer J. Halcen**, sheetmetal worker; **Edward C. Hill**, telegrapher; **Archibald W. Lilly**, sheetmetal worker; **Jesus M. Lopez**, carman; **C. H. McCracken**, brakeman-conductor; **Hipolito C. Ornelas**, carman; **Teodoro Ortega**, extra gang laborer; **J. M. Perez**, sheetmetal worker; **Milton Pitsenburger**, clerk; **Everett A. Whitney, Sr.**, brakeman; **Jay Wyatt**, brakeman.

OREGON DIVISION: **Winnie F. Carter**, head file clerk; **Marlin E. Holm**, carpenter; **Archie E. Horning**, conductor; **James B. James**, locomotive engineer; **Jay W. Lundy**, machinist; **Donald R. Quinn**, machinist; **Clarence F. Garrett**, car inspector; **Arthur V. O'Hara**, maintenance of way foreman; **James A. Yarbrough**, conductor.

SACRAMENTO DIVISION AND SHOPS: **Frank W. Cadenhead**, agent-telegrapher; **William B. Conway**, conductor; **Philip S. Drury**, machinist; **Edward J. Falltrick**, locomotive engineer; **William C. Gin**, assistant chemist; **Frank E. Hartman**, electrician; **Lawrence W. Lange**, train clerk; **Felix A. Martinez**, foreman-crane operator; **Millard E. Rogers**, train clerk; **Jose B. Silva**, car painter; **Manuel F. Silvestre**, track laborer; **Catarino Urbina**, section laborer; **Antonio Bermudez**, lamp tender, maintenance of way; **Stanley B. Compton**, carman; **Joseph G. Cook**, boilermaker; **Noah Hughes**, laborer; **George S. Jameson**, switchman; **Her-**



Mike Ferron, right, grandson of PFE Supt. of Safety J. P. Ferron of San Francisco, got a big thrill recently when he met Pitcher Claude Osteen of the Dodgers. Mike plays shortstop for a Whittier, Calif., Little League team, also known as the Dodgers.

bert I. Leggett, locomotive engineer; Eli A. McEntire, boilermaker; Frank V. Newton, carman; Josef Pawlaczyk, laborer; Gilbert L. Santos, shop laborer; Otto J. Scheel, freight carman; Leo E. Thinnes, lead machinist.

SAN ANTONIO DIVISION: Manuel A. Apodaca, track laborer; Russell D. Eudy, brakeman; Max A. Tietschert, water service mechanic.

SAN JOAQUIN DIVISION: Claire B. Wilbur, steno-clerk; Clarence C. Christensen, cashier.

TUCSON DIVISION: Roy C. Bogart, water service mechanic; Charles R. Colls, carman; Francisco Duran, painter helper; Jose H. Garcia, extra gang laborer; Nepomuceno Gonzales, caboose cleaner; Ruben C. Hernandez, machinist; Lorenzo T. Lopez, machinist; Manuel J. Molina, track laborer; Charles W. Neely, carman; Frank Portillo, mechanic; Harry H. Stemple, agent-telegrapher; Millard C. Christerson, agent-telegrapher; Harry W. Clemenz, car inspector; Robert J. Grapes, switchman; Lovell K. Lovett, key punch operator; Trinidad T. Madrid, track laborer; Lee W. Montgomery, brakeman.

WESTERN DIVISION: Charles A. Binkley, conductor; Patrick P. Cuddyre, engine foreman; Helen G. Holmquist, clerk; Grant D. Lakin, yard clerk; John B. Biasotti, lead machinist; Willie Chalmers, mail & baggage handler;

Judy Wilson, 16, daughter of Llano, Texas, Agent C. A. Wilson, was one of the nominees for queen of the annual Llano Rodeo.



Jack F. Kelsay, switchman; Kenneth E. Pfaffenberger, clerk.

NORTHWESTERN PACIFIC: Paul B. Burke, conductor-brakeman; Everett C. Lund, electrician.

OTHERS: Amedo Ciotti, caboose supplyman, Portland Stores; Peter L. Dizikes, guard, Police Department, Los Angeles; Anselmo Duran, blacksmith, West Oakland Mill; Marvin E. Simmons, investigator, Specialized Operations, San Francisco; Ramon A. Vensor, laborer, West Oakland Stores; Zack Williams, supplyman, Portland Stores; Kathryn A. Wilson, code clerk, Freight Accounts, San Francisco; Samuel L. Day, chef, Dining Car Department, West Oakland; Cedric E. Crew, general clerk, Equipment Service Department, Houston; Garnett E. Middleton, secretary, Traffic Department, El Paso; Charles J. Badger, Jr., secretary to gen. traffic mgr., Houston; Harold Carrington, car distributor, Dunsmuir; Albert W. Ends, city freight and passenger agent, San Francisco; George T. Jones, safety supervisor, San Francisco; Donald L. McInerney, assistant tax agent, Reno; Stanley T. Phillips, agent, Portland freight station; Louis R. Sapp, business car chef, West Oakland; Spencer S. Wemett, assistant to general auditor, San Francisco.

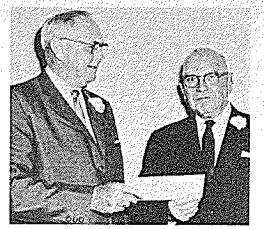
Deaths

DALLAS DIVISION: Pensioners: Clarence E. Mathney, car inspector; William G. Fowler, section foreman.

HOUSTON DIVISION AND SHOPS: Pensioners: A. C. Cunningham, section laborer; Martin H. Kupfernagel, locomotive engineer; Frank Sverek, blacksmith; Gus C. Baumgarten, machinist helper; Homer W. Childers, engine foreman; Walter E. Kilborn, locomotive fireman; Melichi Hargrove, track laborer; Jose Ramirez, carman; Dan Mendall, clerk; Charles T. McKittrick, senior assistant superintendent; Hansen D. Butler, blacksmith helper; Charles J. Walker, machinist; Thomas H. Meeks, assistant general manager; Egbert Schuster, machinist.

LOS ANGELES DIVISION AND SHOPS: A. Dominguez, machinist; W. B. Holder, crossing watchman; J. P. McNamara, electrician. Pensioners: Adauto Olmos, track laborer; Luigi Pioccico, boilermaker helper; Ernest E. Haney, trainman; John D. Lawrence, telegrapher clerk; George L. Fields, yardmaster; Leo A. Blair, general transportation clerk; Tony F. Tamburello, carman; Guy E. Steele, field engineer; Herman V. Rottman, machinist; Clarence E. Montgomery, agent; Floyd A. Benoit, leading signalman; William A. Hasty, painter; James Muscolo, track laborer; Charles A. Sudnor, Jr., brakeman; Juan Vasquez, machinist; Harold E. Charlson, machinist; Edward B. Mason, conductor; Aubrey M. Cross, crew foreman.

LAFAYETTE DIVISION. Pensioners: Caleb D. Green, assistant general yardmaster; George S. Watts, lounge car porter; Arthur Taylor, tractor and crane operator; Ira C. Dean, locomotive



C. J. Badger, right, secretary to General Traffic Manager Geo. E. Miller, is congratulated by his boss on his retirement at Houston after 46 years of SP service.

engineer; Lenard Mitchell, section laborer.

OREGON DIVISION: A. MacKinnon, telegrapher; L. L. Smith, bridge and building supervisor. Pensioners: Fred H. Hunter, brakeman; John G. Kollias, section foreman; Ralph E. Dean, agent; Lester B. Thompson, switchman; William D. Crochan, locomotive fireman; Joseph Voegtlin, switchman; Leo R. Hyde, car inspector; Fasustino S. Orozco, extra gang laborer; Hartford D. Crandall, conductor; Hubert U. Farrow, cashier.

SACRAMENTO DIVISION AND SHOPS: J. A. Black, locomotive engineer; D. C. Plumb, agent; L. T. Propsom, carman; S. E. Roberts, brakeman. Pensioners: Clyde A. Shepherd, locomotive engineer; Herbert G. Vance, superintendent of shops; George H. Smith, lead draftsman; Maynard Bullough, machinist; Andy J. Freeman, roundhouse foreman; Egisto DiPietro, carman helper; Joseph J. Burton, bridge and building carpenter; Alma U. Thackery, boilermaker helper; James L. Stones, machinist; George J. Shirley, brakeman; John H. Hartman, locomotive engineer; Thomas W. Gosling, water and fuel supervisor; Edmond R. Alvord, tender truckman; Donko Loje, freight carman; Francisco Carboni, section laborer.

SAN ANTONIO DIVISION: Pen-

Celebrating 65 years of marriage recently were retired Brakeman and Mrs. Tom Tucker of Fresno. Tucker retired in 1948 after 31 years with SP and a total of 47 years of railroad service.



sioner: Andy Cortinas, porter.

SAN JOAQUIN DIVISION: M. Daniels, laborer; L. W. Morgan, locomotive engineer. Pensioner: Leo V. Harter, locomotive engineer.

TUCSON DIVISION: A. T. Campbell, laborer; C. E. Seebren, switchman. Pensioners: Allen G. Wetherspoon, warehouse foreman; Andrew J. Gilbert, water service supervisor; Asaria A. Honka, clerk; Thomas M. Cox, pumper; Edward P. McCrary, conductor; Fernando Y. Bermudez, painter; Felix L. Groover, telegrapher; Pablo M. Vega, section foreman; Guillermo H. Verdugo, carman; Gonzalo Guzman, section laborer.

WESTERN DIVISION: V. G. Collins, clerk; R. R. Mecca, switchman; R. H. Whitmun, locomotive engineer. Pensioners: Joseph B. Robertson, pipefitter; Antonia Perez, coach cleaner; Edward J. Guillotte, carman; Joseph Rubich, blacksmith helper; Nicholas I. Shvetzoff, laborer; John F. Silveira, second officer, SPSS Lines; James A. Reid, freight carman; Lawrence J. Arnold, car foreman; Antonio P. Lancione, boilermaker helper; George W. Henderlong, locomotive engineer; John A. MacMillan, conductor; Paul E. Balmer, mechanic; Claude T. Kelley, switchman; Nick Kengalon, car inspector; David W. Noel, conductor; Felipe P. Arias, painter helper.

OTHERS: Pensioners: Loretta S. Maggiora, claim checker, Freight Accounts, San Francisco; Phillip C. Robertson, lounge car attendant, Dining Car Department, Los Angeles; Lino M. Gonzales, laborer, Los Angeles Stores; Travis Allison, laborer, Houston General Stores; Harry P. Molsted, assistant chief clerk, Accounting Department, San Francisco; Gaston N. duTreil, chief clerk, Lafayette Stores; Paul W. Balster, store helper, Los Angeles Stores; Lucy M. Anderson, clerk, Houston Freight Accounts; Rosetta Johnstone, maid, SP Memorial Hospital, San Francisco; Theodore R. Lattier, mail separator, Los Angeles Union Passenger Terminal; Thomas Mullen, clerk, Revenue Accounts, San Francisco; John W. Bruce, roundhouse and car department foreman, Lake Charles; Reginald A. Doiron, assistant auditor of miscellaneous accounts, San Francisco; William W. McCall, traveling freight and passenger agent, Philadelphia, Pa.; Roy S. Nelson, communications plant engineer, San Francisco; Fritz C. Leimer, tax agent, San Francisco; Samuel A. Monroe, assistant to vice president and general manager, Houston; William H. McClymonds, car service agent, San Francisco; James W. Osmun, assistant trainmaster, Imlay; E. G. Thomford, assistant chief clerk, Freight Accounts, San Francisco.

CONGRATULATIONS

Celebrating 50 or more years of marriage recently were retired Yardmaster and Mrs. Frank E. Teague of Houston, 58 years; and retired Section Foreman and Mrs. J. G. McMillan of South Houston, 50 years.

Retiring After Long Service



Jesse C. Barton, chief clerk, Per Diem Bureau, Equipment Service Accounts, San Francisco, 50 years.



A. C. Bourque, wire chief - telegrapher clerk, New Orleans, 48 years.



Charles Trethowan, metallurgist, Sacramento General Shops, 53 years.



Philip S. Drury, machinist, Sparks, Nevada, 53 years.



Mrs. F. B. Ashcraft, head per diem and mileage clerk, Equipment Service Accounts, San Francisco, 42 years.



Cedric E. Drew, general clerk, Equipment Service Accounts, Houston, 49 years.



Manny A. Gonzales, carman, Tucson, 48 years.



L. V. Daugherty, machinist helper, Houston, 41 years.



J. J. Colson, extra gang foreman, Mexia, Texas, 45 years.



V. J. Scibetta, machinist, Los Angeles, 35 years.



S. G. Grimes, car inspector, Avondale, La., 30 years.



Mrs. Dorothy Simpson, senior collections clerk, Miscellaneous Accounts, San Francisco, 31 years.



Linda C. Bottaro, secretary, Equipment Service Accounts, San Francisco, 43 years.



E. C. Nevins, senior systems associate, Systems Research, San Francisco, 43 years.



Errol Morgan, agent, Ennis, Texas, 48 years.

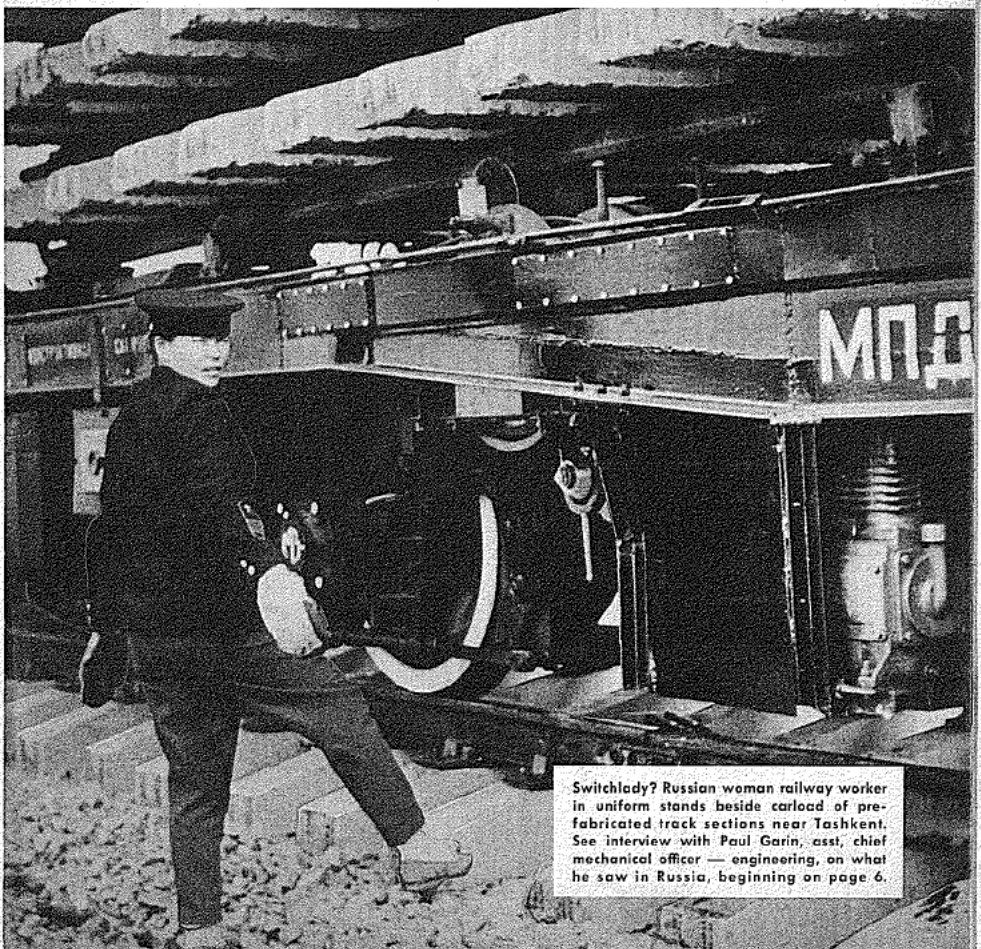


Albert Johnson, traveling auditor, Accounting Dept., San Francisco, 48 years.

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Switchlady? Russian woman railway worker in uniform stands beside carload of prefabricated track sections near Tashkent. See interview with Paul Garin, asst. chief mechanical officer — engineering, on what he saw in Russia, beginning on page 6.